

Mr. A. P. Happer, Jr., Commissioner of the Missouri Department of Game and Fish, reports that the following was written by Yonnon-Tonka frontier warrior in his last report for the year 1890:—

1. Local.—"Rome was not built in one day, and the enemy who harass the tipple and the drunkard will not be exterminated in one day. I have been in the country of Toncin, in February last, near Walnut Creek, a large colony of richly-embroidered jacks was attacked by a large red band, and merchandise, said to be valued at thirty thousand taels, was taken off their backs, and sent to the river by way of wrecking, on the rapids then carrying safety in flight. Trade was almost suspended for three weeks at length, and I was seriously doubted by the merchants whether they would be able to hold their first ventures, whether they should not abandon the Red River as a

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to Luoke (老柯) by steam at the season of high water. One round trip each was made by the a.s. *Luoke*, and a.s. *Yunnan* in the summers of 1889, and 1890 respectively. I am sorry that I cannot take such a trip this year, but I am sure that it is well considered that the steamer, the *Yunnan*, built expressly for the purpose, had to use all her steam power to make headway against the flood, though carrying no cargo; that was the reason for carrying no cargo, and the tops and hulls were empty, the trip was made within the short period when there is no question about the depth of water,—it is but an easy calculation to find out how many trips she could make, and how much she could carry, and it is not likely that the *Luoke* each season. A greater impetus, as it appears to me, would be given to trade if the junks on the river banks were cut down so as to admit the making of tow-paths for the use of trackers when the wind blows, and the rapids are not so violent, and the most difficult rapids so to do away with portages at the season of lowest water; for there is every reason to believe

From the outlook here it is clear, notwithstanding the inevitable "circumstances," the Red River trade route is growing in favor, and that new capital is being attracted to it. But as there is nothing like figures to back an opinion, I invite the reader to draw his own inferences from the statistics appended to this Report. . . It is but proper, however, to state in advance that as the Menzies Customs was only opened on the 24th August 1880, it is yet too soon to draw comparisons between the results of the first two years to estimate the progress made, except to say that the collection of Revenue for the month of December 1879 was only one thousand, twelve shillings of the whole collection for the year; while in the same month of 1880 how high the pulse of commerce was beating when trade began at the opening of the sea road season.

Export is unloaded by electricity,
Expressment is to send a train of 150 miles
an hour.

By the time a man realizes that he has a lot of things usually too late to realize on him his relations.—*The Chicago Journal*

The trouble with the young is that they do not do as the old folks advise, but as they have & so—*At home, I love.*

Quotations.

Hongkong, July 3, 1891.

OPIUM—New Pains, cash....	600/5024
" Old ".....	567
" New Banca, cash.....	1661
" Old ".....	427
New Malwa cash.....	490
Allowance, Teals.....	04/90
Old Malwa, cash.....	500/550
Allowance, Teals.....	16/48
Perian, Uly, cash.....	380/430
Allowance, Teals.....	16/20
Porian, Paper Ind.....	320/400
Allowance, Teals.....	16/66

Exchange.

Hongkong, July 3,

On London	3/2d
Bank of Wiro,	3/3d
On demand,	3/3d
30 days sight,	3/3d
4 months sight,	3/3d
Credits, 4	3/3d
Documentary, 4 months sight,	3/6d
On Paris	4/1d
On demand,	4/1d
Credits, 4 months sight,	4/1d
On Berlin	4/1d
On demand,	3/3d
On New York	75d
On demand,	75d
Credits, 60 days sight,	80d
On Bombay	222d
Wire,	222d
On demand,	222d
On Calcutta	222d
Wire,	222d
On demand,	222d
On Shanghai	71d
On demand,	71d
30 days sight, private paper,	72d
Gold and silver coin,	72d
Gold and silver coin,	72d
Sovereigns (Bank's buying rate)	5/3d

Do.	1 P.M.	29.68
Do.	4 P.M.	29.64
THERMOMETER—9 A.M.		
Do.	1 P.M.	82
Do.	4 P.M.	83
Do.	(Wet bulb) 9 A.M.	80
Do.	Do. 1 P.M.	80
Do.	Do. 4 P.M.	80
Do.	Maximum ..	84
Do.	Minimum over night	82

second look, but with our own hands got
the man and girl and hurried away

up the anchor and sail, and hurried away as fast as the wind would take us. From the time the authorities got hold of us till we were in full retreat, here elapsed about an hour.

Yunnan-Tungkin frontier, writes in his latest report for the year 1890:—

1. Local.—At Rome was built in one day, and the assembly who were called upon to consider the project were not put into the hands of Tongkin. In February last, near the mouth of the river, a large convoy of richly-laden boats, and a large number of well-armed troops, were attacked by a large force of band, and merchandise, said to be valued at thirty thousand taels, was taken. The convoy fled on skiffs in the boats, and the boats were then set on fire, thus working safety in flight. Trade was almost suspended for three weeks at Mengtze, and it was seriously debated by the merchants some of whom had lost the goods of their boats, whether they should not abandon the Red River as no precarious route for safe investments, though there have been no other piratical attacks since. The boats were then thought of other merchandise on the river, and no commerce has since been carried on (as affirmed) since that date. I have heard fairly explicit reports that blackmail was demanded by and paid to the pirates for the safe passage of goods, but have not been confirmed in this point, as the river has continued to be free since the summer rains, and by the first convoy of the present season. Whether this be true or not, the route is still considered by the merchants to be the most profitable, and is frequented by the heavy loads of February, there are no need to open branch offices here on that account. Now that the forces of the protectorate have recently succeeded in driving the Chinese from the frontier, the Yunnan-Tungkin trade is bound to be revived, and the river will enjoy tranquillity, and become, what it should be, the thronged highway of trade with Yunnan.

2. Foreign.—Like the river ports, cut off from the world several months during the year by ice-bound seas, Mengtze also suffers in its season when frontier trade practically ceases, and the traffic of the caravan of high-bells and tinkles of the straw-pole boats, the leading feature of the Yunnan-Tungkin trade, is suspended. The chief reason for this is the high water and rapid current of that stream swollen by the equatorial rains. After the opening of May no more Chinese cargo-boats leave Hanoi, but the Chinese cable boats, which are driven by fireboats, and it is only when the river has subsided to its normal level, at the end of September, that convoys again attempt to cross the swift current. McClellan has been of the opinion that the route that would take place in trade, because of the unobstructed navigation of the Red River up

to Luoke (老柯) by steam at the season of high water. One round trip each was made by the a.s. *Luoke*, and a.s. *Yunnan* in the summers of 1889, and 1890 respectively. I am sorry that I cannot take such a trip this year, but I am sure that it is well considered that the steamer, the *Yunnan*, built expressly for the purpose, had to use all her steam power to make headway against the flood, though carrying no cargo; that was the reason for carrying no cargo, and the tops and hulls were empty, the trip was made within the short period when there is no question about the depth of water,—it is but an easy calculation to find out how many trips she could make, and how much she could carry, and it is not probable that *Luoke* each season. A greater impetus, as it appears to me, would be given to trade if the junks on the river banks were cut down so as to admit the making of tow-paths for the use of trackers when the wind blows, and the rapids are not so violent, and the most difficult rapids so to do away with portages at the season of lowest water; for there is every reason to believe

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Wire,	222d
On demand,	222d
On Shanghai	71d
On demand,	71d
30 days sight, private paper,	72d
Gold and silver coin,	5/3d
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Temperature.

(Taken at Messrs. Falconer & Co.'s
Premises, Queen's Road.)

Barometre	29.68
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